

Transportation Master Plan Survey Responses from online and Nov. 28, 2012 and Dec. 1, 2012 public meetings.

Questions 1-11 – Personal information (found in raw data spreadsheet)

Question 12. – “Please provide us with input, ideas and comments.”

- I love riding my bike so dedicated bike lanes means a list to me.
- I know I'm not a Tempe resident, but by now that's only because I bought a house in 2006 and haven't been able to move. I went to ASU for my Bachelor's and Master's degrees, attend church, play softball, and participate in most of my recreational activity in Tempe, so it very much feels like home to me and I feel strongly to contribute my thoughts. The north/south access bicycle connectivity and access on/around major arterials is in dire need of improvements. There isn't any safe north/south bicycle access between Apache and Broadway between College and the Tempe Canal due to the fact that none of the local streets cross the railroad tracks and all the major arterials are scary to ride on for even the most fearless rider. The Tempe Canal RR Crossing between Apache and Broadway is unsuitable for bikes. Also, Rio Salado provides a pretty good bike route and the shoulder is just wide enough to ride on between Rural and McClintock even if it's not a designated bike lane. When Rio Salado crosses under the 101, however, it's always stressful between merging with traffic and dealing with the road condition on the EB lane on the east side of the freeway. Roosevelt is designated as a bicycle route between Southern and 13th Street, but there is little lighting along the road and it is full of potholes and brutal RR crossings. I'm actually fine with either it being dark or the road being in disrepair, but with both it makes it extremely difficult to ride at night and I avoid it. The western canal is great to ride along. I think it would be great to add an underpass to the I-10 intersection and continue the path West of Priest to join with Phoenix's bicycle path. That would be especially helpful for commuters from South Tempe as well as recreational riders going to/from South Mountain on Silent Sundays. Currently everybody I know who rides South Mountain on those Sundays ironically drives there. The only other suggestion I'd made on the Western Canal is the intersection with Baseline. My friend and I ride that all the time and typically have to cross over at the Kyrene light. Again, not a huge deal, but we end up on Baseline for a quarter mile which isn't so much fun. Due to the proximity of the canal crossing with the light, I'd like to suggest widening the sidewalk on the north side of Baseline east of the canal to the railroad tracks and creating a HAWK signal either there or further east where the Western Canal trailhead starts up again at Kiwanis Park. If I'm being greedy, I'd just ask to turn the actual RR crossing signals into the HAWK signal so the arms come down crossing over the road. In all seriousness, I'm hesitant because of confusion it might make with the RR crossing and how to mitigate that, but I'd be happy to assist in the brainstorming and working with transportation engineers to solve that problem. South Tempe is pretty good for bicycle and bus transportation. I worked at Hardy and Elliot and play softball at the Tempe Sports Complex, so I have to cross from SE Tempe to NE Tempe to get home somehow at night and the only minor issue I have is when Hardy disconnects. Northbound it's pretty easy to navigate your way over to Kyrene and back onto Hardy if you want to, but southbound on Hardy it is very tricky unless you turn east on Guadalupe and get off the neighborhood streets. I can navigate pretty well, but I had to break out my bike map to get out of that neighborhood the first time I continued south past Guadalupe. I think the bus system works very well in and around Tempe and coordinates well with the LRT. I miss the 15-minute headways on the 65/66 combo, but understand budget cuts. I've only take the Orbit a few times because it's a neighborhood circulator and typically it's faster for me to ride my bike, but I have used the Earth and Venus pretty frequently and my friends tend to use the Orbit frequently. I think that's a valuable service and if it can continue to be free that's great, but don't think people would complain too much if at all for a \$0.25/\$0.50 fare. I LOVE the streetcar alignment going down Rio Salado. I'd never really understood the Mill Avenue streetcar alignment without a massive re-zoning effort. Meanwhile, Rio Salado is zoned for high-density, is primed for new development, and connects more destinations. It should be a priority to work together with Mesa to push through the last 3/4 mile to the new Cubs facility (I'm still lamenting the ASU Baseball deal falling through). This

has more to do with Mesa, but I'd like to see the streetcar continue down Rio Salado (currently 8th Street in Mesa) to Alma School and proceed south to Southern to stimulate the Fiesta District. Long-term I can see the Streetcar continuing west on Southern and eventually connecting with the original Mill Avenue/Southern Avenue alignment creating a loop with two LRT connections. Further connection could be made by continuing the streetcar north on Mill to Priest and coming south on Priest to Rio Salado and looping back east. I'm not sure that's financially feasible or practical from a ridership standpoint, but I'm dreaming at this point! Also, if there ends up being a South Phoenix LRT line that comes east from Southern and aligns with I-10 into South Tempe, perhaps it would be beneficial to bring the streetcar south on Mill to Baseline and west to a Arizona Mills Mall/LRT transfer station. I'd like to see the models on that before seriously pursuing it, but again, just ideas. I know the BRT is scheduled to go on Rural Road and eventually I'd like it to be an LRT south from the Apache/University station to Chandler Boulevard and turn east into Downtown Chandler and eventually Williams Gateway. I think it goes without saying that I'd like to see the LRT continue north of University and into Scottsdale, but without their cooperation the money shouldn't be spent to push LRT north to the Scottsdale border. Extending the BRT route would be sufficient until such a time when they wish to join Metro and the line can at least get to Old Town and eventually Scottsdale Airport. Overall I think the bus coverage is great and the headways are adequate. There is a lot of room for growth and high capacity transit is going to play a huge part in that effort. The bicycle facilities are adequate with some pretty clear gaps in the system, but pretty well marked outside of the arterial grid. I'd like to see some later express busses that leave Downtown Phoenix closer to 6 for late workers, but understand the express busses are expensive on a per rider basis and the 520's aren't exactly the most full busses in the system as it is. I am very excited about Tempe's future and look forward to it being the standard bearer for urbanism and quality of life in the Valley.

- I would love to see expanded public transportation options, especially additional light rail lines. In addition to expanding the light rail west and east, there should be new lines added that go north and south. For example, a line going N and S from Tempe would provide better access to Scottsdale and Chandler. Mesa is also vastly underserved by the light rail with only one stop. I would love to have a stop near the Dobson Ranch area.
- We should support the building of the commuter train between the Phoenix and Tucson area, especially if it links Tempe with both the northern Phoenix area and Tucson.
- Please make it as safe as possible to ride bikes. I love the path through Papago Park.
- Definitely support more designated bike lanes. I ride my bike exclusively to work and would feel safer with more protection. I also ride bikes with my 6 yr old and often am hesitant in areas that are vulnerable to bikers. I know there are inherent risks to riding a bike, but as long as Tempe wants to promote bike-friendliness, more bike lanes are needed. I also have high school age kids and am hoping the blue bus service could see some improvement like an increase in frequency and/or more buses. I support a small fee being added to make this possible."
- My daughter wants to ride her bike to school, but I won't let her, because it's too dangerous to ride a bike on Rural, and you can't easily do it on McClintock because of the underpass under the railroad tracks. (they make you walk your bike.) It's not safe to ride on the sidewalk, because people don't stop behind the sidewalk before looking for traffic.
- Private vehicle travel should not be the focus of transportation in Tempe. With a defined downtown near a bike-oriented community (campus), transit, bike, and pedestrian infrastructure must be the central focus of the Transportation Master Plan.
- Orbit has not been extended to Rural and Baseline. I live at Cornell and Baseline so taking the Orbit is not possible and it requires a day pass or \$1.75 - four turns for a round trip using light rail or \$7 to get to downtown Phoenix using bus plus light rail.
- Dedicated bike lanes on Rural from Baseline to University, and on McClintock, from Baseline to Tempe Marketplace.

- Dear City of Tempe, Transportation includes any mode by which people move from one place to another. This includes cyclists as well as cars and other vehicles. It is important that the safety considerations of cyclists are considered especially in a city with a large population of students and athletes. As such, improvements to roads should contain additions or continued use of bicycle lanes. Importantly, roads such as Rural Road and McClintock should have bicycle lanes from Baseline to Rio Salado. Having bicycle lanes would make traveling on these roads safer for cars and bicyclists. When bicyclists don't have dedicated bicycle lanes they have the right to ride in the car lanes and this causes disruptions in the flow of traffic and ultimately increases the chances that the life of a Tempe bicyclist is taken or that a car trying to avoid a bicyclist causes an accident with another vehicle. Thank you for your consideration and please let me know if you have any questions.
- 1. Tempe has a growing University. 2. ASU needs better transportation, especially for it's students. 3. It is too expensive to park on Campus. 4. If ASU wants to be competitive with other Universities it must develop a bigger downtown-expand. Is ASU going to be another UofM hospital with research and development? If so ASU has to offer better and easier access to businesses. 5. Tempe can be an attractive Campus and a safe surrounding environment/ Parents pay a lot of money to send their children here. 6. It is only logical to add safer transportation and to increase bike lanes. 7. Even shuttles would help. "
- Many of the bike lanes around the ASU campus should to be widened, continued for longer distances, or separated from the pedestrian sidewalks. Many of the bike lanes I frequently use (such as along Mill Ave and University Dr.) are too narrow, and I feel that many people don't use them because they feel unsafe. If the bike lane were widened by as little as one foot, there would be a significant cushion between the traffic and bicyclists, thus making it safer for both parties. For areas that have no designated bike lane along the road, there should be lines painted along the sidewalk so that bicyclists and pedestrians do not run into each other, and the traffic flows more easily. By expanding the bicycle and pedestrian system surrounding the campus and beyond, more people will be encouraged to use these alternate modes of transportation. Not only will this alleviate traffic congestion, it will reduce the need for expanded parking lots. Furthermore, it will keep the housing prices around the ASU campus high, since there will be more of an incentive to live as close as possible to keep a bicycle commute as short as possible. Tempe already has an established biking community with the extensive number of students who get to campus each day. I am surprised that the city has not done more to ensure their safety and convenience, to make Tempe an even more desirable place to live and work. "
- Comments: Like many seniors, I do not like driving to central Tempe due to restricted night vision and difficulty finding parking. I often use the Orbit to attend Mill Ave and ASU events. The Orbit benefits individuals who use less gas and attend events on Mill Ave and ASU without frustration of parking. It benefits businesses, the environment, and contributes to a more wholesome life. It also saves the city money because we need fewer parking structures, have less congestion and air pollution, and fewer residents who are locked in. It is a source of pride that I often tout to frequent out-of-town visitors.
- More bike lanes north of Baseline, specifically on Rural and McClintock
- Biking around ASU has become dangerous, and many are getting hit by cars. Everyone is in a rush, especially during busy hours. Is there anything we can do to make the roads safer for everyone? Perhaps more bike lanes, and signs that remind drivers to save a life.
- The more we can break away from the car the better. Six lane streets throughout the city choke the life and charm from Tempe. Please consider narrowing streets, creating separated bike lanes, investing in the streetcar and creating bike highways such as on College Avenue (from the 60, North to ASU campus.)
- The roads around Tempe need more, and better bike lanes. However, it's not enough to just build bike lanes and assume that they will be used. Since it rarely rains here, existing bike lanes end up littered with debris, which is a hazard to bicyclists who are prone to tire blow-outs. This causes bikers to bike in the road even in the presence of a bike lane, because this is actually the safer option for the biker. If bike lanes are to be used, the city needs to invest in sweeping the lanes on an occasional basis.

- I think that this is a great idea!
- It would be very helpful if there are bus facilities from the ASU tempe campus to all major marketplaces directly. Because I believe large number of students do not have car. And ASU is also in the heart of TEMPE so other people of TEMPE also can use the service easily
- While Tempe tends to be a bike friendly city, there are small steps that can be taken to make it one of the top most-friendly cities, and safer to cyclists, pedestrians, and drivers. These include installing bike lanes on major thoroughfares: Rural from Baseline to University, McClintock from Baseline to Tempe Marketplace, Mill Avenue South between University and 13th, and Southern between Mill and McClintock. One only need look at the number of cyclists illegally riding on the sidewalks on these roads to and from ASU everyday to realize the danger to them, and to the drivers who do not look for them.
- I want to make sure the city of Tempe plans its roadways with alternative modes of transportation in mind, particularly bicycle traffic. Many arterial streets in Tempe lack bike lanes, making it harder for people who travel partially or exclusively by bike to travel as freely around the city. Please consider adding bike lanes through Rural, McClintock, and particularly around major destinations in Tempe such as Tempe Marketplace and the Tempe Public Library.
- I would like to see a separate lane for buses and bikes. For example, after an intersection there is an additional lane to the right for bus stops. This lane narrows out to a normal bike lane further down the street.
- The proposed alignment from Mill thru Apache to Rural... will only gain minor revenues, unless students are required to pay to board the trolley. The route to Rio Salado (someday) will be similar to the Apache to Rural Route... mostly students. Then there is the issue of the proposed stadium traffic, that is to the Cubs spring training facility... unless someone requires, really requires those who ride to attend the games to pay... this too will be a loss....
- More bike lanes! Especially on main streets like Rural and McClintock.
- Orbit Earth should also have a counter-clockwise route, from the transportation center through East University Drive to Tempe Marketplace and then going up to Scottsdale. The light-rail station at Rural and University has a huge aluminum plant box right next to the ticket machine on the Westbound side. This metal board is very annoying because of its GLARE when someone is driving on Terrace Road from south to north, especially from Lemon street to Rural. 4-way Stop sign at the corner of ULTA in Tempe Marketplace, right after the turn from South McClintock Drive to the east street between Rio Salado and Tempe Marketplace trail."
- Bike lanes start and stop on many streets making it difficult to ride. Warner road: there's no bike lane when you ride east toward Alma School. Also happens on Dobson Road and many others.
- Block 202 extension down in Ahwatikie/S. Mountain/Gila. Higher frequency and longers hours of operation for buses. Plant trees("pedestrian-friendly"). Reduce lanes of traffic and reduce speed limits.
- Whoever had the idea of the Orbitz bus service free had a LOT of insight. It is great, I tried riding it one day and so packed I couldn't get on. Students from ASU really are using it. Sometimes I think people don't use bus service because they just don't know how to make the connections, what bus goes where at what time,, etc. It can be intimidating to them. The bus book is great and available in the library but one has to know how to use it. Classes at the library I think would help. The light rail is great. I think Tempe has done well with transportation, better than ANY of the METRO CITIES."
- I would like to see more dedicated bikes lanes on Rural from Baseline to University, and on McClintock, from Baseline to Tempe Marketplace.
- Yes, I like the idea of more bike lanes going to ASU from all directions. And, paths through washes and canals - like around the Tempe Town Lake. South of Baseline, heading north to ASU. There is College Ave, north of Baseline, but what about South? It can be treacherous.
- I love living in Tempe because it is like being having the advantages of a smaller city yet it is within Phoenix, Mesa, Scottsdale and has big city advantages also. I would like to see Tempe take advantage of the compactness of the town and center transportation improvement around community and getting people together, out of their house and cars and exploring everything Tempe has to offer. Please see #19 for ideas.

- More bike lanes on the streets, especially major ones such as Rural, Mill, McClintock, etc.
- I love the late night service hours, high frequency, and newest looking buses in Tempe! The new green & silver vehicles with white sign header are very nice and the interior is very fresh looking and appealing. Great integration with light rail as well. My wife and I are moving to the corner of McClintock & Guadalupe in Tempe in large part because of the great transit service and clean, new buses in this city. My only complaint is the lack of service on route 82 on Saturday. Please increase the frequency of this route on weekends, particularly Sat. Thank you!
- I work at ASU and take public transportation there every week day. Mostly public transportation is great. The biggest issue is that Valley Metro is very bad about communicating to customers. As I said, I take the bus everyday. Unfortunately my bus (30) has frequently been going on detour without any notice. I once waited at a bus stop for an hour. I was even using their text messaging system and reading their website but there was no notice about the detour. I finally called them and was told that the bus was on detour and would not be stopping at my bus stop. I also asked to lodge a complaint. They were supposed to call me back but this was about a month ago and still no phone call.
- Tempe needs more bike lanes, especially on major roads. University needs reconstruction- the road is bumpy and unsafe for bikers.
- Tempe definitely needs more bicycle lanes. ASU has one of the largest student bodies in the country with a vast majority of students owning bicycles. However, Tempe is not at all bicycle friendly once you get off-campus. Tempe Marketplace is a destination shopping center for many students but bike-owners do not have a fast, safe way to get there. Rural Rd and McClintock are in dire need of bicycle lanes. It is simply not feasible to use the sidewalks because there is so much pedestrian traffic. For the ideal climate we have in Tempe, more people should be biking, but they don't because it isn't safe.
- I would suggest that we add a crossing light on the Western Canal Pathway west of American Way on Guadalupe Road. This is the only intersection in either Tempe or Chandler that does not have a push button activated light. It is also the most dangerous crossing due to the lack of a light. I am sure it is also the most active crossing for runners, walkers and bicyclist as many people park at the YMCA or Kiwanis Park and then use the canal from those two points. As an active bicyclist using the canal several times per week, it is one of our best attributes for those of us active out of doors. This is a big safety issue that must be addressed before somebody is injured as a result of taking a risk and crossing at the wrong time without a crossing light.
- Thank you for hosting the meeting today, it was very informative!
- The multi-use path system is already very good, and getting better! Rio Salado and Western Canal are already great east-west options; building out the rest of Rio Salado, the Tempe Canal, and the RR right of way paths will make the entire system even better
- I think it would be very helpful to show everyone the change in traffic volume over the last 5-10 years. Nationally, the trend was that it peaked in 2007, and has been declining since. If that's the case here too, showing that could help with the efforts to give those of us who live in Tempe more options for how we get around.
- Maintenance upkeep is very important! A lot of bike lanes and sidewalks in the area seem to get bumpy, uneven, or potholed more frequently than the car lanes do, and these issues affect those walking, in a wheelchair, or on a bike more so than they affect the cars.
- Prioritizing the multi-use paths, bike lanes on the half-mile streets, and safe bike/ped crossings over the freeways and railroad tracks would help establish a safe, alternative-mode grid system where residents of all ages could be comfortable with all their transportation options. Once that's done, the difficult task of accommodating alternative use choices on the arterial system can be addressed.
- Widening sidewalks to 8' on arterials and half-mile streets should be an additional focus, when money is available. Some multi-use paths (such as Crosscut by Mill) can only be accessed from very narrow sidewalks, and many arterial and half-mile sidewalks aren't wide enough for two wheelchairs to pass each other.

- From a density and economic development standard, it may make more sense to re-direct the streetcar project onto Rio Salado (Hayden Ferry, Stadium District, Vista Del Lago, Tempe Marketplace, and Cubs Stadium). Mill Ave may be better served by improving the existing bus options.
- Increasing bus frequency, especially on the weekends, would turn an already good bus system into a great one!
- Providing crossings for bikes and pedestrians along the railroad tracks is a great idea, but it might be time for Tempe to start exploring grade-separated crossings like they do at freeways. Especially if commuter rail or intercity rail gets developed, there will be a lot of resistance from whoever runs those trains to having conflicts that at-grade crossings represent.
- Mesa has just finished creating a strong Bicycle Master Plan, outlining, among other things, all their long-term bicycle project goals. This could be a good idea for Tempe as well, to dive into Bicycle Planning more deeply than the Transportation Master Plan process allows.
- My top priority projects: Alameda/I-10, Dorsey/US-60, Alameda/SR-101, Baseline/Western Canal, finishing the Rio Salado Pathway, bike/ped crossings at McClintock/UPRR, Dorsey/Kenneth/UPRR, and Mill/UPRR, Streetcar on Rio Salado Parkway, paths along all the railroad tracks, and greater frequency of buses.
- Second-tier projects include closing any gaps remaining in the off-street path system, providing more RR track crossings, and improving access to the off-street system from neighborhoods, schools, and retail/office centers. After all that is done, THEN the city should focus on bike/ped improvements on the one-mile arterial grid."
- Tempe needs to continue to lead the region in bicycle infrastructure. By embracing bicycling, light rail and other transit systems, Tempe proves that people do want to lead a sustainable life. Look at other cities with a great quality of life and what do you see? active, vibrant streets with no cars speeding by. The great cities of the world have great pedestrian spaces with avenues to walk on and paths to bicycle on. Cars are no longer allowed in Times Square, NYC. Bike lanes have been installed on Pennsylvania Ave in Wash DC between the Capitol and the White House. Please install bike lanes on all arterial streets in Tempe."
- More bike lanes, wider bike lanes, better maintained bike lanes.
- Please reinstate later times on the 521 Express bus route. Currently, the last bus in the morning drops passengers off downtown at about 7:40, and the last bus in the evening leaves at 5:10. This makes it virtually impossible to ride the bus for anybody who works past 5 pm.
- Orange street is very highly crowded with student but is not served by Orbit bus system. I would like to see it being served by Either MARS or MERCURY Orbit service. Thanks
- I encourage more dedicated bike paths that are destination oriented. Although the bike laws and paths that coincide with traffic are fairly friendly, I use my bike for my main source of transportation. I would like to see dedicated paths that are separate from main traffic routes much like the bike path along the town lake can take me safely to the Market Place.
- Quit putting traffic calming that affects/endangers cyclists (e.g., 5th Street between Mill and Hardy, which forces cyclists to take meandering routes rather than straight routes, forces cyclists to go over the equivalent of speed humps by forcing them up and down the sidewalk while cars avoid the vertical deflection devices). Multi-use paths along the canal and well-marked crossings at roads are wonderful."
- 1. Make a bike bridge to get across Tempe Town Lake via bicycle. 2. ASU students want better public transportation to Tempe Marketplace. Currently it takes 45 minutes to get to Tempe Marketplace taking the Orbit and 30 minutes taking the Metro.
- keep Orbit free of charge, expand the free Orbit service south of highway US 60, maintain bike lanes/paths and traffic lights so people can stay safe, further develop new bike lanes/paths, separate bike lanes/paths from car traffic- the College Ave. between Southern and Apache is very dangerous for bikers, there is not enough space, cars are trying to squeeze by, the speed bumps on the ground were safer option to regulate traffic, offer car share program for families, develop options to take bikes on buses (inside)- the 2-3 racks on the front of the bus is not enough on busy routes

- Very helpful open forum, I feel that I learned and discovered new information that I didn't know before. It would be great if there could be dedicated bikes lanes on Rural from Baseline to University, and on McClintock, from Baseline to Tempe Marketplace. Many students like to use a bicycle as a form of transportation and having dedicated bike lanes would make this a lot easier to do.
- Complete the bike route on the Carver alignment. Put in a signal at Carver/Kyrene so a family (mine) can safely cross that intersection to get to little league games. Improve the bridge/gate and Carver/KyreneCanal. It's rough to get a young kids across that bridge. Also the gate is 31'" wide. My bike trailer is 30.5'" wide. That E/W crossing across the Kyrene Canal isn't that family bike friendly. I would change the bike route east of Rural (still on the Carver alignment) from Secretariat to Citation, and put a light at McClintock and Citation. Citation has an opening into the ASU Research park. (hopefully encourage bike commuting to ASU Res Park along Carver alignment). I would put a bike lane on that Carver/Lakeshore/Secretariat/Citation route. I'd do it more for the novice cyclist so they know where it is safe to ride than for the cars. Think about if there is a safe way to get a bike riding family from mid-block on a major arterial road to the main intersection (the main intersection is where all the businesses are)."
- The orbits are great however I do not agree with the change of route of the Earth line as it used to be largely utilized by ASU students who don't have a car as a way to get to Tempe Marketplace but now the bus takes over 40 minutes to arrive and students are now under-utilizing it. I think the route should be revised so that it can better connect ASU and Tempe Marketplace. On the same note it would be great to have bike lanes on McClintock, from Baseline to Tempe Marketplace as this would provide a second alternative to get to Tempe Marketplace. Bike lanes are also needed on Rural from Baseline to University as a lot of students live in that area and need to be able to bike safely to campus everyday.
- More bike lanes, wider bike lanes please! Particularly on Rural from Baseline to University, and on McClintock, from Baseline to Tempe Marketplace. College Avenue used to have the best bike lanes until that "improvement" project took place and actually made the bike lanes less safe. Cars now cross into the bike lanes all the time because of the zig zag pattern along College Ave. Cars are not driving slower on College Ave despite the traffic calming measures. We need more, wide, safe, visible bike lanes around Tempe.
- Just a minor correction. Retiming of lights for the Multi-Use Path occurred at the Kyrene Canal and Elliot and the Hawk lights along the Western Canal at Rural and McClintock. This is huge for users of the MUP and puts the timing in line the lights in Chandler. Thank you for your help. I still think electric bikes have potential. Sgt Hoobler explained the problems with enforcement. I think that if the State writes laws that are sufficient for the municipalities, establishes a licensing plan to eliminate inappropriate machines, and applies pressure on retailers to sell only legal bikes this could get done. This is an area that E-bikes can be ridden year round. "
- I live in University Towers right next to the Tempe transit station where the busses meet the light rail. The busses are very loud during the day and at night- maybe some money put into making the busses run quieter and also be under more constant maintenance- there is a bus that I hear every hour that is screeching. Also- why power wash the station 4-5 nights a week? I feel like this is a waste of water and also noisy because this is done between 11p-3a. "
- I would love to see a grade seperated crossing at the Western Canal bike path at Baseline. The current situation is dangerous.
- *Please increase or provide bike lanes on major roads like Southern and Broadway. *Please provide a separate bike lane on McClintock between Southern and Broadway. There is this little bridge alongside McClintock near those major streets that forces bicyclists to walk all the way down, which is pretty time consuming and potentially dangerous as not everyone listens. *Please consider using the same light system as Tucson. They have this very convenient system where bicyclists get their own lights separately from pedestrians. They actually have bicycle buttons and occasionally bicycle street sensors that make the light timers respond different than when a pedestrian button is pressed. As a result, the light changes very quickly (within 5 seconds), but it gives bicyclists a shorter amount of time to cross. This inconveniences the cars less while also making the wait between light

changes shorter for bicyclists. *The bicycle area in the light rail seems sometimes very squeezed for space. It's not easy to get your bike up on the racks without whacking other people, but if you don't get it on the rack, then you feel like you're constantly in everyone's way and can't sit down. I'm not sure what the solution is, but there's my experience. *I'm not sure if you also have control over the Tempe to Phoenix bike lanes on Washington, but the lines need to be updated. They are a bit faded and just generally they are confusing in a couple of places. Sometimes, especially as I'm heading back from Phoenix to Tempe, the light rail tracks get a bit scary to ride over because I'm trying to figure out where the bike lanes are while at the same time trying to avoid cross the tracks the wrong way. (If you do it the wrong way, your tires could get caught and send you flying!) I also don't want to linger on the tracks too long in case a train is coming. I believe the areas where this occurs is intermittently between 51st street and Mill where the bike lane crosses the light rail. "

- Maintain public transit. Between energy costs and air quality, it's hard to imagine the future will have quite so much driving involved. We need to develop a local culture that will work. Maintain and improve public transit to attract and keep new urban residents and connect Tempe. Orbit: I'd like to see maps for the orbit posted along the route. I'd like to feel confident taking it when I'm out of my neighborhood and telling others about it when they ask me for directions. Biking and walking: Traffic safety is an issue. Streets are so fast, crosswalks infrequent. Shade and water are also infrequent. More businesses on the street instead of behind huge parking lots might help with that. Walking 1/2 a mile to the nearest crosswalks gets people crossing big streets unsafely. This serves people of all ages. We need to be out of our cars more and the current design doesn't support that enough. For people to walk and bike and use public transport we need to do what we can about the heat island impact. In the hot weather I walked a couple of different routes to get to a regular destination and found a huge difference in temperature within a very short distance. The heat reflected off the main street and sidewalk was so much hotter and the air stiller than that of the nearest residential street with vegetation and scattered trees. The heat flattens people as it is. It will get worse if we don't pay attention to the Heat Island Impact. (I'm not denying Global Warming. It's just way bigger than us. Luckily the same things we can do for healthy air and to deal w the Heat Island are a contribution to the GLocal Warming concern.) More street trees would help a lot, more shade and more interest for pedestrians. Trees in shopping areas make them look much more appealing and bring people in. There are even studies that show that. I went to a talk about street trees a couple of years ago and learned some real interesting things. The Arizona Community Tree Council sponsored it. Between safety, health (more walking, biking) and the heat island impact, more trees make sense. Dr Chris Martin points out that we need to pay attention to which trees are more likely to be able to handle the changing temperatures. Luckily Palo Verdes and Mesquites are among those and they are good drought tolerant trees, too. I'd also like to see more interest at the pedestrian level. Parking lots in back, stores in front, more to make it interesting and to make it easier for small businesses to show up when we walk by. I know this isn't the current model all over town but it is in downtown Tempe where there are pedestrians. Link shopping areas and walking areas more. I know this is a hard sell here but it is happening a bit beyond Downtown Tempe. The Lowes has businesses on Baseline that are right on the street. Walkers don't zoom by the parking lots, it seems like forever as you walk by them and it's extra hot, too. Not pleasant at all. Buildings and parks and plantings with interest are. Public art helps, too. So do landmarks. We could treat more of our nice spots as landmarks. I don't know how to do that. People who've lived here a long time are more aware of landmarks. Maybe there are ways to help others share this sense of place. For example, there is a lovely shady corner where the library is. Landmarks can include plants and buildings and art and institutions and boost interest in walking and help create an identity for our city that incorporates all this. "
- People need to be prioritized over cars. Construct and promote more bike lanes and more walkable areas/neighborhoods. Pass legislation that encourages biking and public transportation (higher parking prices, smaller parking space requirements, etc). Also, allow bicycles to roll through stop signs; allow cyclists to treat them as yield signs. Don't provide police officers with citation quotas for cyclists. The bike lanes that do exist are usually unswept and contain debris that causes flats. When

constructing more bike lanes please take into consideration the "door zone" when there is on-street parking on the road (Apache is a good example, by ASU campus).

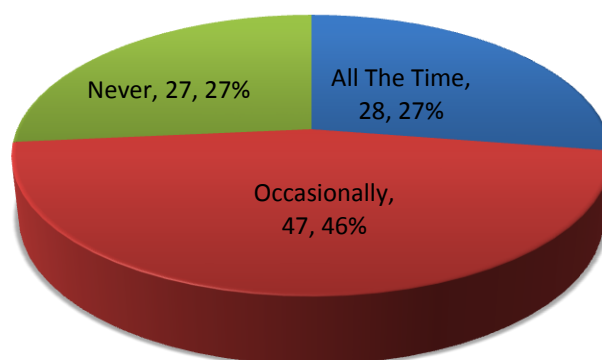
- I have never ridden the bus, but I know they're seen as very unclear and not efficient enough to be worth the logistical hassle of planning a trip by bus. The bike lanes are an asset to me as a daily rider. I mostly use the one that goes through the Mill Avenue District to get to ASU campus, but the multi-lane roads in other parts of Tempe could really use a bike-friendly (i.e. safe) path. Even if it isn't a bike lane on the actual road, a pedestrian/ biker walkway along some of the busier streets close to and beyond campus would be an attractive addition. It would be worth continuing to increase continuity of bike lanes and paths throughout Tempe and to surrounding cities. Since we're lucky to have decent weather year-round, walkers and bikers are an important cohort to appeal to."
- I think there should be dedicated bike lanes on Rural from Baseline to University, and on McClintock, from Baseline to Tempe Marketplace.
- I think the Orbit systems should remain free, or at least free for all those who show a valid ASU Sun Card. I think this should apply for all transportation within the Tempe area- if you can make students not drive, I think you will have achieved a large part of Tempe's "master" travel plan. Bike lanes needed on the big four! Broadway, Southern, Rural, McClintock
- Please incorporate safety measures for bikes using highway overpasses or increase the number of recreation paths that cross the freeway. Also, Rural doesn't have bike paths? That's crazy. Make sure that business establishments and new developments have bike friendly access. The marketplace development are a perfect example of a non-biker friendly movement, the entryways do not have continuous, or alternate, paths for pedestrians or bikes.
- I hope the plan does not entail building any more streets for cars. There should be more transit, bicycle and pedestrian infrastructure to encourage people to use those modes instead of cars. For students, safe bicycle lanes are needed, if possible separated from the streets. In making Tempe more pedestrian and bicycle friendly, the City should consider decreasing the number of street lanes, because it only increases distances for pedestrians and bikers, and promotes higher car speeds and accidents.
- First of all, I am rarely just traveling around Tempe. I work in north Scottsdale, I'm going off into Mesa for soccer games, we're traveling to Phoenix for events. We need to think transportation valley wide and we need to make sure our transportation system works across cities.
- I am a new resident of Tempe, an ASU employee and am writing about my experience today on the Orbit bus, Jupiter route. I live along this route now and value the service it provides. Not only does it save me money, but I value public transportation as my husband and I try to live a more sustainable, environmentally friendly life. In fact we chose to live along the Orbit route for that very reason. Up until today, the service has been exceptional. However, this afternoon I was greeted at the end of the day by a new Orbit bus. Now, I'm all for upgrading and change...however, this new bus only seats 11, has a no standing policy, and no way to signal to the driver when you need to get off. People were turned away at the stop I get on (Forrest and Gammage) because the bus was full...people were turned away along the route because the bus was full....and it was nearly impossible for the driver to hear anyone ask for a stop. If this is the route that the city has decided to go (as indicated by the bus driver when asked by the very disgruntled passengers) you are in for a lot of angry emails and phone calls on this matter. I would be more understanding to a change to ride the bus than I am to making the bus, now, an unpredictable mode of transportation. This is especially troubling as people are now standing out in the sun in extreme heat, waiting for a bus to take them to their next destination. If they are told multiple times that the bus is full, you could be potentially putting people at risk for exposure. I am an educated professional and really not interested in picking fights. However, I would like an explanation as to the future of the Orbit system as I can find nothing when I search online for details. I think the new design is poor and I think your ridership is going to decline significantly if it can not be trusted to reliably provide the services that it has in the past. I truly hope that the driver was misinformed and that today's experience is an anomaly. I hope to rely on the Orbit service well into the future and look forward to your response regarding this issue.

- Greetings City of Tempe, I am writing in hopes of bringing your attention to my hopes of a more bicycle-centric vision of our town. I would like to travel more by bicycle everyday, but find the traffic lanes too unfriendly to bikes. It would be great to have an option to getting around town and to and from work if there were more bike lanes that I could feel safe on, I would ride nearly everyday to work and to do fun things like shop, see friends, go for meals at restaurants, and see movies, if there were more bike areas. Not only would more bike lanes benefit my family and neighbors, but I own two properties in Tempe. When attracting tenants, I would like to say that more places are safely reachable by bicycle. I have installed bike racks and the tenants always buy bicycles, but find they can only go so far before it is too dangerous without proper bike lanes. It would be a great service to have medians and proper bike lanes on Hardy, more bike lanes north of Baseline, more dedicated bike lanes on Rural from Baseline to University and to Tempe Marketplace, in particular. I am faculty and work at Mesa Community College, but I live and play in Tempe. The only thing missing in my life is a good option to bicycle to work everyday. Currently, there are no good options to avoid dangerous options from the ASU Tempe campus to the MCC Southern and Dobson campus. With so many of faculty, staff, and students living in Tempe and making that commute (including the thousands of students who attend both ASU and MCC campuses), it is a shame that we don't have better options to travel by bicycle. The best bicycle city that I've ever visited is Davis, California. I would love Tempe to model our plan on something like that. We have the kind of climate that is so well suited for daily bike transportation--we also have a college population in and around Tempe that would also take advantage of more bike friendly roads and we all would of course benefit from cleaner transportation options. I love Tempe and I would love to see us improve ourselves with a more bicycle-centric vision. Thank you for your time.
- Tempe has a very well established and well maintained street system for motor vehicles. Although this is tremendously valuable for the community, like the rest of the valley this system is set up in a way which makes transportation by any other means difficult if not dangerous. In order to maintain and further develop the high quality of life Tempe is know for, it is time to focus on multi-use transportation. Our community centers should be equally accessible by mass transportation, bicycle, and walking. To achieve this Tempe should seek to establish a comprehensive system of multi-use ""Boulevards"". One or two complete north to south where walkers and cyclists can travel on a safe well lit path, without the danger of being next to high speed traffic. These will serve as the arterial routes. The path should be intersected horizontally by smaller side routes. These routes must be well marked and named. The side routes should when ever possible connect to major community features no on the arterial route, such as the Tempe Public Library, Arizona Mills, Tempe Market Place, etc.
- Bike lanes need to be added on Rural from Baseline up to University and on McIntock from Baseline up to Tempe Market Place
- I am really excited about some of the bicycle improvements noted in: <http://www.tempe.gov/modules/showdocument.aspx?documentid=15034> and the map at: <http://www.tempe.gov/modules/showdocument.aspx?documentid=14921> I live in the small area cut off from the rest of Tempe by I-10 so items #1 and #9 are particularly nice, as is #10. I think the city of Tempe has done a great job in recent years of advancing cycling by adding bike lanes, MUPs, and hosting events like the Tour de Tempe and Bike Week. It looks like some great plans are in the works as well, however there is one area that seems to be missing. There is no good route for an East/West route between Guadalupe and Alameda, and it doesn't look like that is in the plans. Both of these roads are very nice for cycling, but they are 2.5 miles separated which is a pretty big detour on a bicycle. Something in the Baseline to Southern region would be quite nice. Thanks and keep up the good work!"
- 90% of my trips are bike, and most of the rest are by light rail (eg, headed to downtown Phoenix). Since I live on McClintock, I can try to brave it by bicycle early Sunday morning but any other time, I'll wind up with a car one foot off my rear wheel holding down the horn even long after everyone else has passed. To get to businesses north and south of where I live, I have to borrow a roommates car.

- We need more laws that protect bikers- there are so many cars that hit bikers these days that we need better bike safety. We could use some better bike lanes, and also the addition of more bike lanes. In tempe on Rural there aren't many bike lanes from Baseline to University. And also on McClintock from Baseline to Tempe Town Market place.
- The Obits are one of the most effective ways to get Tempeans downtown. But it seems from day one, decisions to cripple their potentials have prevailed. At first, many in my neighborhood changed their dining out to try and use the Orbits but they stop running so early and with such undependability that we stopped. Having to eat dinner so you finish early enough to be out at the curb before 9 p.m. is ridiculous compounded by insult in having the bus not show up...TWICE. Running the buses until at least midnight, especially Friday and Saturday evenings, would greatly increase business to the downtown. These could be boosters to the downtown economy.
- We need lagging left arrows. The work really well. Cars fill up the left turn lane while the other traffic goes on through the light. Than the full lane is emptied all at once. As a former delivery person I can testify that it cuts down on left turn wait times for the driver. I am now disabled, but if I was able to get around better I would use the bus/train/orbit system. We have so much to offer visitors, let's give them an awesome transportation system to view our beautiful city. I love this city. I wouldn't live anywhere else."
- Biggest input is community education on how cars can share the road - many drivers don't know to look for cyclists on their right when turning corners, for example. Additionally, there should be fines for reckless drivers who show road rage towards cyclists.
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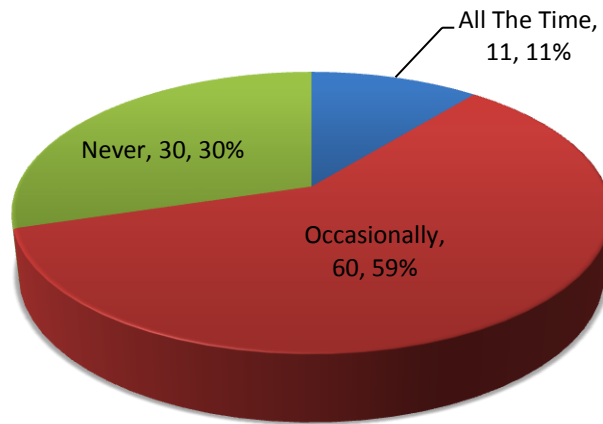
Question 13. – “How often do you drive alone to get around Tempe?”

How often do you drive alone?



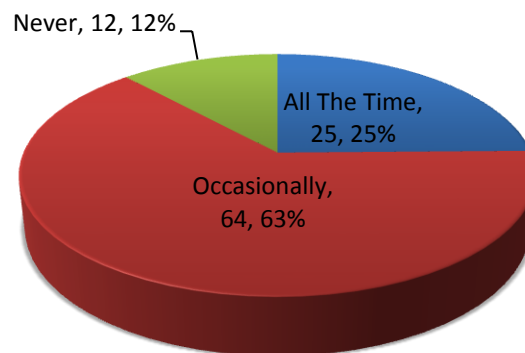
Question 14. – “How often do you carpool, share a ride or take a cab to get around Tempe?”

How often do you carpool?



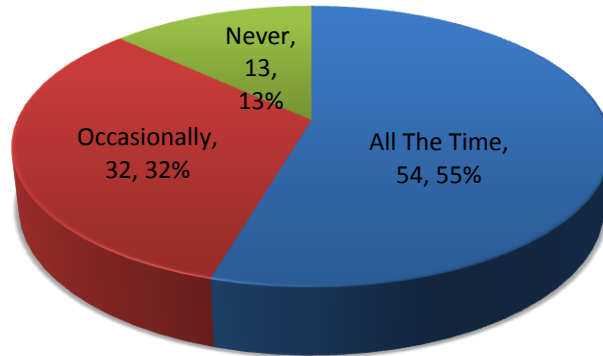
Question 15. – “How often do you walk to get around Tempe?”

How often do you walk to get around?



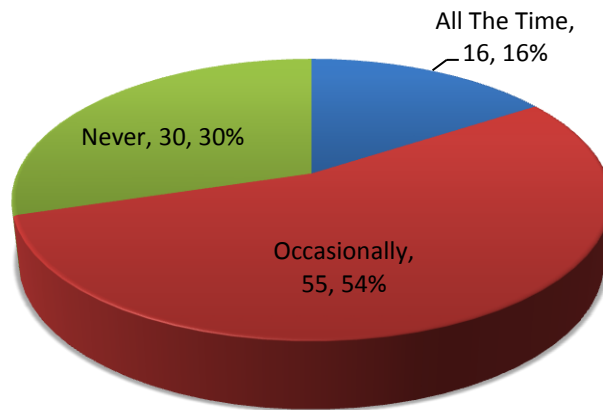
Question 16. – “How often do you ride a bicycle to get around Tempe?”

How often do you ride a bicycle?



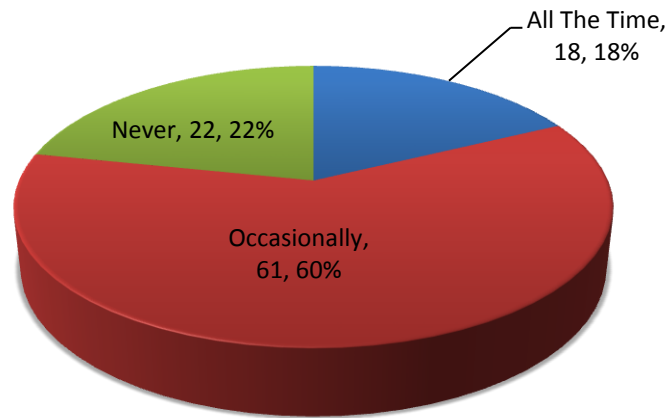
Question 17. – “How often do you ride the bus, Orbit, Flash or Express bus to get around Tempe?”

How often do you ride the bus/orbit?



Question 18. – How often do you ride the Light Rail?"

How often do you ride lightrail?



Question 19. – "Please list the top THREE things you would change about traveling around Tempe."

- 1. Improve frequency of buses. 30 minutes is a long wait.
- 2. Improve coverage or areas of service of valley metro buses.
- 3. Improve safety in the buses (especially during evenings and nights).
- I pretty much covered everything I can think of off the top of my head above.
- Make Tempe more pedestrian friendly, and make the main shopping area a pedestrian only zone. Mill and College Avenue should be converted to pedestrian only. Burlington, VT's Church Street is an excellent example to use in making this conversion.
- 1. More public transportation routes
- 2. Minimized travel time via more public transportation routes and more frequent busses and expanded light rail
- 3. Better protection from the elements at the bus stops"
- More Bike Lanes
- Bike Lanes, more of them.
- BIKE LANES."
- Encourage biking! It is SO much better than driving.
- more designated bike lanes.
- higher frequency/more blue buses.
- less traffic(ha, ha)"
- Bigger bike lanes
- Bigger bike lanes
- Bigger bike lanes"
- It would be great if the orbit bus took a more direct route to Tempe Marketplace, or made a loop, at the least. that is the #1 place my kids want to go on their own. It would be better if Rural and McClintock were safer for cyclists. Unfortunately, making bike lanes on Rural and McClintock would be detrimental to my #1 complaint, in that Rural, Price, and McClintock are all horribly congested at rush hour, especially when ASU is in session.
- 1. I would create buffered bike lanes on all major roads
- 2. I would participate with one of the many available transit apps that show the movement of Orbit, Bus, and Light rail cars on a map. It is difficult to use transit when you are in a hurry; if

you miss the light rail or orbit, you may have to wait an additional 10-15 minutes. That is particularly hard in the summer when it is 115 degrees.

3. I would create shade options for all rights of way. Most roads are unwalkable because there is no shade from the sun."

- 1) Extend Orbit Bus to South Tempe especially the high traffic roads of Rural, Baseline and McClintock and as far South as possible. 2) Create additional ways of purchasing day passes other than internet and keep fares reasonable. 3) Reinstate 521 route later in the morning.
- Dedicated bikes lanes on Rural from Baseline to University, and on McClintock, from Baseline to Tempe Marketplace.
- 1. Bicycle lane on Rural Road near the ASU Campus.
2. Bicycle lane on McClintock from Baseline to Rio Salado (or further north)."
- Safer transportation
Increase in bike lanes
Improved bus system "
- 1. Improve existing bike paths by making them wider, more distinguished from the roads or other walkways, ensuring that there are no 'gaps' where the continuing bike lane disappears in the middle of intersections (which is confusing for both bicyclists and motorists), and increasing the number of bike paths or extending their length.
2. An improved bus system that is much more reliable, and has schedules posted online for ease of convenience. Many of the bus lines (which I do understand are Valley Metro and not under Tempe City Council control) do not have schedules listed for all of their stops, or even lists of what all of their stops are.
3. Include a bike share program, such as B-cycle, which is already successful in many other college towns such as Austin, Boulder, San Antonio, Charlotte, and Chicago. Possible locations would be near the ASU campus, Mill Ave district, Tempe Town Lake Entrances, South Mountain park entrances, Tempe Marketplace, etc. "
- 1. Extend the Orbit to south Tempe so all Tempe residents have easy access to it.
2. Phase in electric or hybrid vehicles to provide cleaner transportation.
3. Encourage all contiguous cities to develop similar transortation systems to link cities. "
- More bike lanes, safer bus & train stops.
- 1) Reinstate Express Bus service for route 521 to provide service later in the morning. 2) Extend Orbit service to South Tempe. 3) Run bus service more frequently on weekends.
- More bike lanes
Wider bike lanes
Sines warning people to slow down and save a life"
- 1) End reliance on 6 lane streets that pollute and choke life from the community. 2) Build seperated bike lanes that promote biker saftey and comfort. 3) More options like expanded lightrail and streetcar.
- 1. More bike lanes.
2. Better maintained existing bike lanes (sweep them occasionally)
3. Signage that alerts drivers to the presence, and legal right, of bikers on the road. Also, signage specific to bike lanes (e.g., smaller stop signs that sit next to the bike lane). "
- Install smarter traffic lights that are activated by activity - especially during non peak hours.
There is no reason why anyone should wait 5 minutes to activate a light when there is little or no cross traffic. Examples: Apache & Una-Butte Elm, Rural & Alameda.
Also when I ride my bike it is difficult to position myself to hit the button to activate the light. Some intersections appear to have sensors embedded in the streets but those do not seem to work well. Examples: University & McCallister, Rural & Terrace."
- I would like to see more bike lanes, because it's difficult to ride around Tempe. I would also like to see improved public transit, and updated Orbit routes. Finally, I would like to see later hours with the Light Rail.

- 1. Add more buses around city
- 2. Would make the services more frequent
- 3. Make the orbit routes from Tempe campus directed to major marketplaces and hospitals."
- 1. Increase frequency of bus service along Rural Road (I believe that it is the 72 line?), particularly in the evening. I cannot tell you how many times my husband and I have had to walk home from the University/Rural station after taking the light rail from Downtown Phoenix. Sure, we could utilize one of the Park and Ride lots on Apache---but we want to avoid using a car in the first place. We will use the aforementioned lots when we're entertaining guests, as we don't want to risk having them walk home as well.
- 2. Increase the number of bike lanes.
- 3. Have wider bike lanes. "
- 1. More bike lanes on major roads such as Rural, from Baseline to University, McClintock, from Baseline to Tempe Marketplace, Mill Avenue South between University and 13th Street, and Southern between Mill and McClintock. There are several roads in Tempe (College Ave., Mill Ave.) where I feel very comfortable riding my bike, but many more where I know there is no safe way for me to get there on my bicycle, which tend to be the major thoroughfares. These are small changes that will have large impacts for the community.
- 2. Greater speed enforcement on the larger roads running through neighborhoods around campus, such as College Avenue South of the University, Alameda, and Terrace East of the University.
- 3. Express light rail running from Tempe to Downtown Phoenix."
- 1) More bicycle lanes on major road thoroughfares.
- 2) Light rail extension down Mill or Rural through South Tempe.
- 3) More shaded sidewalks and public space using native plants like Palo Verde and Mesquite trees."
- Bus lanes. Bike lanes. Longer lights.
- Bicycle access through gated neighborhoods, or off-surface-street bike lanes around these neighborhoods.
- Increased installation of, or a plan to include J1772-compliant electric vehicle charging stations."
- I would provide pedestrian bridges at key intersection... highly used by pedestrians routes... Require bicycle riders to abide by traffic laws... stay in bicycle lanes, stop at stop signs and red light signals...
- Provide more signaled pedestrian crossings...like at the 99 cent store and WalMart on Southern/Rural.
- Have signaled diagonal pedestrian crossings in the downtown area.
- Eliminate all parking on Mill Avenue from University to Monti's "
- More bike lanes would be nice.
- 1. Bus seats from current fabric to plastic or metal for better hygiene.
- 2. More safety for the light rail. (People should not walk along the rails.)
- 3. Better smoother surface of driving roads."
- First, better bike lanes and bike safety features.
- Second, more frequent bus routes including orbit and metro.
- Third, more trees along roads and sidewalks to promote walking."
- Connect bike lanes on the streets that don't have continuous bike lanes.
- Add a park and ride in south Tempe or north Chandler, around McClintock and Chandler Blvd.
- Re-time the lights at Ray Road and the I-10. They don't work for cars or bikes going east/west or entering/exiting the freeway."
- 1) More shade. 2) Less pavement. 3) Fewer Cars.
- 1. Change the 6-lane surface roads (such as Broadway, Rural, University, etc.) 4-lanes for automobiles and create dedicated bikeways with the outer lanes that are separated by a barrier from the inner 4 lanes. That way pedestrians have sidewalks, bicycles have lanes that cars are unable to enter, and there is still capacity for automobiles.

2. Create a system that monitors the behavior of the Orbit bus drivers. They behave as if they cannot be fired and as if there is no oversight.

3. Add secure bicycle parking near all light rail stations OR add user-friendly space within the light railcars where one can place their bikes while traveling the rail. Having to lift bikes on those hooks are neither gender-friendly nor middle-aged-friendly. Plus my beach cruiser does not fit."

- Parking is becoming a big issue, so I bike or take the Orbit to get to ASU and many of the events because most events I go to are campus related. So #1 I think it is very important to keep the Orbit free and maybe expand its service and charge a fee on streets that don't run down the current streets it covers.

Educate the public more on the benefits of using the transportation now available, show how easy it is and emphasize the wear and tear on cars as well as how it is contributing to heating our planet up and polluting our air. Try to make citizens more responsible to their environment. Time the lights better on Mill so the traffic can move through faster. It is very slow moving from Gammage to the Riverbed!! Also don't hold the traffic up so long crossing Broadway going when going N & S. Baseline has the same issue, especially when traveling on Rural and Mill."

- 1. More bike lanes around ASU Tempe campus
- 2. Less potholes
- 3. Better light sequences "
- It's actually pretty good! I would like to see the Orbits south of Baseline, around Rural. Can we ride bikes on the sidewalk - especially on the sidewalks that hardly anyone walks on? I'm afraid to ride in the streets. That's what keeps me off the bike.
- 1. Safer bike routes. I feel safe biking on the canal and some residential areas. I have not biked since I lived near Mill Ave and University and could bike safely to the co-op market. I live near Southern Ave and would not bike on Southern. I had a friend and co-worker die from a biking accident and met many others who have lost someone or have become disabled due to a biking accident. I would feel more comfortable riding a bike if the lanes are wide and especially if the bike lanes were protected from vehicle traffic.
- 2. The easiest place to walk and bike is around Mill Avenue and north of University. If the rest of the city were set up like that (less car lanes, more room for pedestrians and bicyclists, and inviting surroundings), I would walk and bike.
- 3. The traffic on Rural north of University is dangerous. There are many traffic lanes and cars that want to commute to Scottsdale or get on the 202. Their speed is excessive considering ASU is there and it should be bike and pedestrian friendly. I don't know the stats on car/pedestrian or car/bike accidents in that area, but would be curious to know because it seems like one of the more likely places for accidents."
- Make it more bike friendly as well as safer for bikes to ride around.
- I would not change anything, Tempe has the best transit network in Arizona, I would like to see better connections with surrounding cities though. My only complaint is how routes often end at a city border.
- 1. We need more bike lanes. Bikers are not safe on the road as we currently have it. In order to promote biking as a commuter transport, we must first improve and add bike lanes.
- 1) Create an emailing list where frequent customers can sign up for notices about specific routes. Then if a bus is on detour or something those customers would receive a text or email.
- 2) Have someone clean the bus stops on a regular basis. The stops should also be sprayed for bugs on a regular basis.
- 3) Add more Orbit buses for popular routes. They are always full in the afternoons."
- 1) More bike lanes on major roads would be great, especially McClintock and Rural north of baseline. The number of barriers to north-south travel (especially the railroad tracks) make it impossible to truly traverse the city without resorting to major roads, and riding in the right hand lane or on sidewalks is not safe, and every cyclist I know has had a lot of close calls doing either.
- 2) More frequent, faster, & later bus schedules. It takes too long to get anywhere by bus. In fact, I get almost anywhere faster by bike than bus.

3) Better scheduling on traffic lights at minor intersections. It's annoying, time consuming, and a waste of gas when driving to stop every half mile for red lights, and it's also annoying for pedestrians and cyclists to be stuck waiting on lights when there's little to no cross traffic. I understand this is not a trivial problem to solve, but it would be great if someone could."

- I wish that there were better bike lanes along Mill (especially where it crosses over the 60, since the bike lane just disappears for that stretch and then reappears). It is dangerous for cyclists, since, suddenly, there is no longer a bike lane, and you are left in the middle of traffic on a busy road. I also think that there needs to be the installation of bike lanes along Rural and Broadway. Both of the major streets are frequented by many university students, many who do not have cars since they are the main areas for grocery stores and other services. I am always forced to ride on the sidewalk, and I do not think that this is a good, since the sidewalk often has pedestrians on it waiting for the bus and such. "
- 1. More bike lanes
 2. Less bumpy roads
 3. Branching out of the light rail so it accesses more areas of Tempe"
- I would add a bike lane on Rural Rd from at least Baseline to Rio Salado. I would add a bike lane on McClintock from Baseline to Tempe Marketplace. I would love to see protected bike lanes added that separate the bikes from cars. There are a few implementations of this like Portland's Blue Bike Lanes, bike lanes to the right of parked cars, and bike lanes with concrete dividers between.
- 1. More bike lanes
 2. More bike lanes
 3. More bike lanes
- If the city does not have this message, they should understand what nearly every city is doing. That is enhancing public transportation and encouraging more bicycling. Ride to work, etc. but in Tempe this requires more bike lanes. The city needs a Council appointed bicycle study and advocacy group to make recommendations to the transportation group"
- 1. More bike lanes in areas with bumpy sidewalks. (example: Elliot Road, Rural, or Broadway)
 2. Smoother sidewalks along high-traffic roads
 3. More accurate bus times (Metro Valley)"Better parking options!
- - 1) Make it easier for bikes and pedestrians to cross freeways and railroads (particularly at Alameda, Dorsey, Mill, McClintock, and the path system).
 - 2) Increase bus frequencies.
 - 3) Make intersections and street crossings safer for bikes and pedestrians."
- - 1) more bike lanes
 - 2) more red light and speeding cameras
 - 3) more traffic calming, more diverters, more bumpouts"Improved Bike Lanes x3
- The single ride fair for METRO Valley Buses or Light Rail is \$1.75 which is too much. It should be reduced to \$0.50 or \$1 max. This way more people can ride the bus. The ASU UPasses are very expensive now (\$150) and not every student at ASU can buy them. Safer bike transportation, extended light rail service (north south), extended Orbit service.
- More bike paths
More Orbit routes (and every 15 minutes)
Safer bike paths (separate from street by curbing, landscaping, etc.)"
- Remove the speed humps, which delay emergency response, are dangerous to cyclists, damage vehicles, distract drivers from watching for the real hazards on the road, etc., while increasing the peak speeds on the roads where they are installed as motorists drive faster to make up for lost time. Do your research, Tempe! Traffic study after traffic study shows that speed humps solve no problems and create a plethora of unacceptable side effects, including liability to the city.
- Need more bicycle lanes.

- Need more light rail/streetcar routes.
- 1. The public transportation system needs to be more accessible with times, locations, etc. My suggestion for this is to embrace the 21st century and make a app for smartphones that tell the live schedules, give updates (i.e. behind schedule, etc.), show locations and be able to map it with current locations.
- 2. Parking is impossible! There needs to be more FREE public parking places.
- 3. Make bicycling more safe! The roads are too small to share it with cars. In order for me to want to ride my bike in a bike lane, it needs to be safe. I would not ride my bike down University Drive simply because the traffic is not safe! If bicycling is the direction that the City of Tempe wants to go, they need to get rid of car lanes."
- establish car free pedestrian zone on Mill Ave.
add new bike lanes
develop safe bike lanes"
- 1. Bike Lines/Lanes on Campus
- 2. More trails around city
- 3. Traffic build up"
- Dedicated bike lanes, clarity of the orbit route.
- 1) Why are there so many bus stops? There are 6 on Kyrene between Warner and Elliot. If you reduced # of stops, could buses run faster? Due to that, could they then run slightly more often? Why can't they be every half mile?
- 2) That street car line is dumb. Run LightRail or BRT up Rural from Intel to Scottsdale Mall. (I guess it's too late)
- 3) Improve bike routes for the novice/casual rider and those <10 and >65. Concentrate not only on making sure you can go a long way, but also on making sure you can actually get ALL the way to where you want to go. (The last half mile from the mid block arterial to the arterial intersections is always the worst part of rides for my family)"
- More bike lanes around Tempe and especially around ASU.
- Personally, I'd like a speed bump on my street. People use Erie to cut from Mill Ave to College Ave on a daily basis and drive recklessly past my house.
I'd like wider bike lanes that are well marked (white lines and reflectors). More share the road signs, and bike warning signs around Tempe would also be good. People do not check their blind spots for bikes.
Finally, it would be really helpful if the Orbit ran past 10pm on Thursdays, Fridays, and Saturdays. I frequently try to take the Orbit down to Mill Ave or around town, but I can't take it back home because it stops at 10pm. Events on Mill (for example, shows at Gammage), dinner, drinks with friends, frequently go past 10pm. Public transportation late at night is not an option because the Orbit stops, and the light rail doesn't go anywhere that helps me. If the Orbit ran until midnight, I would use it a lot more."
- See inputs, ideas, and comments above. Public transportation to/in South Tempe isn't the greatest.
- 1. More bike lanes (dedicated bikes lanes on Rural from Baseline to University, and on McClintock, from Baseline to Tempe Marketplace.)
- 2. Larger bike lanes
- 3. Public awareness about bike travel and safety"
- More bike lanes- or education on how to share the road
Quiet those busses down! The busses are very loud and so are people that hang around the stops.
Orbit busses bigger- most of the time I have to ride them it is during rush hour and they are packed. "
- Honestly, I love living in Tempe and the wonderful public transportation options it provides. I would just ask that you continue to make it bike friendly. Let's beat Tucson and make this city and its neighboring Phoenix the BEST, FRIENDLIEST BIKE city ever. Also, let's extend the lightrail to the East valley!

Maintain Orbit and public transportation.

Traffic safety for biking and walking, crosswalks and more landscaping on sidewalks on some streets to separate cars from people walking and biking

More Shade, esp in sidewalk areas and bike areas narrowing some of our big streets to make this city work like one.

Attention to air quality, too. Some of the same things help w this and the Heat island and shade."

More bike lanes, more walkability, people over cars.

Convenience, timeliness, and accessibility of the light rail

- (1) Convenience - add more stations and lines that branch off of the current, single line
- (2) Timeliness - build the light rail or another mode of mass transit to travel above ground in places to avoid heavy traffic areas that slow its pace and that of cars
- (3) Accessibility - to incentivize against the use of cars, the light rail route should go by movie theaters, shopping areas, a southern point of ASU campus, etc."
- Make Valley Metro free within
 - Better lighting for walking paths
 - More bike lanes (esp on Rural Road etc.)"
 - More cycling aware motorists
 - More 'SHARE THE ROAD' signs
 - More bike lanes!"
- 1. Get rid of the no right on red on the freeway off ramp - improve offramp visibility when possible.
- 2. Ensure alternate transportation safety at overpasses. "
- 1. Bike lanes protected from car lanes, ie. more closely associated with pedestrian lanes.
- 2. More shade.
- 3. A bus route from ASU to the Tempe Public Library."
- 1. Too many street lanes makes things farther away and decrease the sense of community. I would go for less lanes in the city planning.
- 2. I would increase the number of dedicated bike lanes for safety purposes
- 3. Buses should be more reliable, they are not as timely as I expected."
- 1) More bike lanes with a boundary between bikes and cars. I do ride my bike and want to ride it more, with my family including young kids. It's clearly dangerous to ride with cars zooming within a few feet of my line. If there was a clear boundary between car lanes and bike lanes it would make riding a bike, much safer. As it stands, I mostly ride sidewalks even when a bike lane is present.
- 2) I would love to see better access to light rail. We have it connecting downtown Tempe and downtown Phoenix. But these locations are rarely my starting point or ending point. Would love to see a track going north, far into Scottsdale (where I happen to work) and all the way into Mesa.
- 3) I would love to see more frequent bus routes where the schedule was easily known. I never ride the bus, mostly because if I have to make a single transfer it becomes far less convenient than a car. And I own a car."
- Currently I feel it is very easy to get around Tempe and especially appreciate the Orbit system. However, if the new buses are here to stay, which I experienced today, my satisfaction level and ability to trust the bus system to reliably get me from my home to work will be greatly diminished.
- 1. Medians and proper bike lanes on Hardy between University and Broadway,
- 2. More bike lanes and medians north of Baseline,
- 3. More dedicated bike lanes on Rural from Baseline to University and to Tempe Marketplace
- Other ideas - A walk way or pedestrian bridge on Mill and Broadway would be good. There are so many high school students being shoved around from corner to corner coming off the buses-- very dangerous! Plus it is stressful to see our city doing so little for our children's safety. I imagine others have raised these concerns, but I see it twice a day five days a week on my

commute to and from work and there are no school cross walks or any other safety features in place to protect these large groups of students who arrive and depart daily on the public bus system. They run across Broadway to the Walgreens and run across Mill Ave to catch the buses. I will make an effort to get involved and ask our council what has been happening in this congested area recently and if they are even aware of it.

- 1. Better connections between the western canal path and major bicycle routes such as college, or hardy.

A comprehensive path would serve as a north/south bicycle boulevard and open up cycling as a legitimate form of transportation for many citizens of Tempe.

- 2. Zoning or development programs that support business located adjacent to and serving the users of multi-use paths.

In addition to adding utility and value to path system, such programs could also support infill initiatives, raise property values and generally enrich the community.

- 3. Improved pavement conditions in bike lanes.

Far too often bike lanes are poorly maintained. Large cracks and pot holes make some of the bicycle lanes in Tempe legitimately dangerous to use.

More bike friendly streets

- 1. Enforcement of traffic laws: speeding, inattentive driving, tailgating, ""buzzing"" (passingly bicycles dangerously closely) in particular. The major reason people give not to bicycle is how cyclists are treated by cars. On almost any non-trivial ride during normal hours (not at 5am), a cyclist will be cut off, buzzed, honked at, tailgated, yelled at, or generally harassed. Doubtlessly, a relatively few bad actors are responsible for this. A sting operation, as has been done in Texas, with undercover police on bikes, would go a long way towards transforming streets from actively hostile to friendly. Most motorists are friendly, safe, and polite, but without reinforcement of traffic laws, this will continue to degrade over time. Roads in Arizona are fantastic. Tempe should be a top 5 bicycle city -- the only thing holding it back is the illegal, reckless behavior of a minority of motorists.
- 2. Relatedly, when there is no other way through than an arterial and there is no bike lane, please install Sharrows (shared lane markings indicating where bicycles will and should travel on the road). They're approved by DOT. McClintock is one example where due to the freight train tracks and SRP's power plant, a bicycle would have to go several miles out of its way to get reasonable accommodation.
- 3. More bike lanes and bike routes. This is far down the list because Tempe has been rocking here, continuously adding canal paths, overpasses, HAWKs, and so on. Still, filling some gaps would go a long way."
- More bike lanes.
Later hours for the Orbits. Continue to expand bike paths. Make more areas pedestrian friendly. More of the round-a-bouts like they have around ASU + public service announcements on how to use them!
Lagging left arrows.
More trains, more trains, more trains. I love them. We are in the middle of the valley. Let other cities pay their part and we can have a train on every major street for all I care. :)
- Bigger bike lanes, PSA for drivers to pay attention to bikers, cops pulling over reckless drivers pulling into the cross-walk, not stopping before turning right on red-lights, etc.
- - More clear bus system (it's very difficult to figure out if you don't use it often)
- Later light rail hours
- Safer conditions for biking -- bike lanes on every street, greater awareness of bikers"
- 1. Education for drivers AND bicyclists about sharing the road
2. Wider bike lanes, with dividers from the road and better designed bike lanes - have you ever tried to bike down university to rural and your bike lane cuts continues through the right turn lane? It's extremely scary when people don't look on the right and they merge into you to try to get into their right turn lane.
3. Make helmets mandatory! "

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